THE WESTERN PACIFIC RAILROAD CO.

EASTERN DIVISION

TIME 13 TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, NOVEMBER 24, 1929

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Eastward

FIRST SUBDIVISION

Westward

Water, Fuel, Fone, Scales, Tables, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS 54 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 13 November 24, 1929 STATIONS Telegraph Offices and Calls.	Distance from Winnemucca	FIRST CLASS 1 Scenic Limited Arrive Daily	FIRST CLASS 3 Pacific Express Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 55 Fast Freight Arrive Daily	Capacity of Sidings
F. W. Y. B. R. K. P.	10.00 PM	11.00 AM	2.20 PM	1.05 AM	438.3	DN GERLACH Gr	94.0	s 1.30 AM	s 1.45 PM	8.00 AM	7.00 PM	Yard
						4.5						
P.	10.10	11.15	f 2.30	**1.20**	442.8	ASCALON	89.5	**1.20**	f 1.38	7.45	6.45	81
						8.7						
P.	10.28	11.35 AM	f 2.45	1.35	451.5	TREGO	80.8	1.07	f 1.26	7.25	6.25	81
						10.0						
P.	10.48	12.01 PM	f 2.58	1.49	461.5	CHOLONA	70.8	12.54	f 1.09	7.05	6.01	81
						9.3						
P.	11.07	12.25	f 3.13	2.01	470.8	RONDA	61.5	12.42	f 12.54	6.45	5.40	81
						3.9						
P.	11.20	**12.47**	s 3.22	2.07	474.7	D SULPHUR Ru	57.6	12.36	s **12.47**	6.35	5.30	81
						5.0						
P.	11.35 PM	1.10	3.32	2.17	479.7	FLOKA	52.6	12.26	12.38	6.20	5.15	80
						8.4						
P.	**12.14** AM	1.45	f 3.49	2.34	488.1	ANTELOPE	44.2	**12.14** AM	f 12.26	5.55	4.50	81
						8.7						
W. F. P.	12.41	2.15	s **4.05**	2.49	496.8	DN JUNGO Jo	35.5	11.56 PM	s 12.08 PM	5.15	**4.05**	100
						6.6						
P.	12.55	2.35	f 4.16	2.59	503.4	VENADO	28.9	11.46	f 11.54 AM	4.57	3.40	81
						4.9						
P.	1.05	2.50	f 4.24	3.06	508.3	GASKELL	24.0	11.39	f 11.46	4.45	3.30	83
						5.9						
W. P.	1.17	**3.15**	f 4.35	3.16	514.2	PRONTO	18.1	11.30	f 11.36	4.30	**3.15**	80
						5.2						
P.	1.28	3.40	f 4.43	3.26	519.4	RAGLAN	12.9	11.21	f 11.26	4.15	2.59	78
						6.2						
P.	1.41	4.01	f 4.53	3.35	525.6	KRUM	6.7	11.12	f 11.16	4.01	2.46	81
						6.7						
F. W. T. B. R. K. P.	2.00 AM	4.20 PM	s 5.05 PM	s **3.45** AM	532.3	DN WINNEMUCCA Wa	0.0	11.00 PM	11.05 AM	**3.45** AM	2.30 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.00	5.20	2.45	2.45		Time over Subdivision		2.30	2.40	4.15	4.30	
	23.5	17.6	34.1	34.1		Average Speed per Hour		37.6	35.3	22.1	21.6	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS

Maximum speed for passenger trains 50 and freight trains 35 miles an hour.

Maximum speed for freight trains descending grade Antelope to Jungo, 25 miles an hour; descending grade Antelope to Sulphur, 30 miles an hour.

Maximum speed for Consolidation and Mikado engines handling passenger trains, 40 miles an hour.

Engines running light will be governed by speed provided for freight trains.

Maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Rear end test prescribed by Rule 1076 will not be made at Winnemucca.

Where train line has not been separated, air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Freight trains may make the run between Gerlach and Sulphur and Sulphur and Pronto for train inspection if, in the judgment of train and enginemen, the train is in safe condition to make these points for train inspection.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS 280 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	292 Southern Pacific Fast Freight	314 Southern Pacific Local Freight	276 Southern Pacific Fast Freight	258 Southern Pacific Fast Freight	FIRST CLASS 4 Western Pacific Pacific Express	10 Southern Pacific Salt Lake	22 Southern Pacific Gold Coast	42 So. Pacific Overland Limited	28 Southern Pacific San Francisco Limited	2 Western Pacific Scenic Limited	20 Southern Pacific Pacific Limited	Distance from San Francisco	Time Table No. 13 November 24, 1929 STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS 1 Western Pacific Scenic Limited	3 Western Pacific Pacific Express	CLASS SECOND 61 Western Pacific Fast Freight	55 Western Pacific Fast Freight	Capacity of Sidings
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
F. W. T. B. R. K. P.		5.20PM					5.10PM					3.50AM		532.3	DN WINNEMUCCA Wa	133.1	s 10.55PM	s 11.00AM	2.45AM	1.30PM	Yard
P. R. K.	8.41PM	5.35	2.03PM	8.15AM	7.48AM	1.50AM	f 5.17	f 2.54PM	11.43AM	11.03AM	8.08AM	3.57	2.38AM	535.9	3.6		10.47PM	f 10.52AM	2.30AM	1.15PM	50
P.	8.52	5.50	2.15	8.25	8.03	2.01	f 5.24	f 3.03	11.50AM	11.09	8.15	4.05	2.45	540.5	DN WESO Wo	129.5					
P. W.	9.12	6.10	2.33	8.50	**8.25**	2.21	s 5.36	s 3.16	12.01PM	11.18	**8.25**	4.16	2.55	548.7	4.6 BLISS	124.9					81
P.														553.6	8.2 D GOLCONDA Gd	116.7					81
P.	9.45	6.40	3.05	9.30	8.54	**3.12**	s 5.55	s 3.36	12.19	11.34	8.42	4.37	**3.12**	562.0	4.9 PREBLE (S. P. Connection)	111.8					No Siding
P. W.	10.15	7.10	3.30	10.10	9.48	3.52	f 6.13	f 3.57	12.36	11.50AM	8.59	4.57	3.29	575.2	8.4 D RED HOUSE Rd	103.4					82
P.							f 6.33	s 4.19	s 12.54	12.05PM	9.15	5.16	f 3.45	589.1	13.2 ELLISON	90.2					81
P.	10.53	7.40	4.05	10.50	10.20	4.30	f 6.36	f 4.23	12.56	12.07	9.17	5.19	3.47	590.5	13.9 D N. BATTLE MOUNTAIN Nb	76.3					No Siding
P. W.	11.20	8.01	4.30	11.20	10.45	4.50	s 6.51	f 4.41	1.08	12.19	9.29	5.36	3.59	600.6	1.4 RENNOX	74.9					81
P.	11.40PM	8.21	**4.57**	11.45AM	11.10	5.10	f 7.04	s **4.57**	1.19	12.30	9.41	5.51	4.11	610.0	10.1 KAMPOS	64.8					81
P. W. F.	12.01AM	9.01	5.23	**12.40PM**	11.33	5.30	s 7.17	s 5.13	f 1.29	**12.40**	9.51	6.05	f 4.21	619.0	9.4 D DUNPHY Ny	55.4					80
P.	12.25	9.25	5.42	**1.39**	11.55AM	5.50	f 7.30	f 5.32	**1.39**	12.49	10.00	6.17	4.31	627.1	9.0 DN BEOWAWE Be (S. P. Connection)	46.4					81
														635.4	8.1 CLURO	38.3					81
P.	12.55	9.55	6.01	2.05	12.20PM	6.10	f 7.46	s 5.49	1.54	1.03	10.14	f 6.32	4.45	635.8	8.3 E. N. RY. CROSSING	30 0					
	1.21AM	10.15	6.15PM	2.30PM	12.43PM	6.30AM	7.57	6.02	2.05	1.13	10.25	6.46	4.57	643 8	0.4 PALISADE Ad	29.6					81
P. W.	Via S. P. Carlin Yard	11.01	VIA SOUTHERN PACIFIC CARLIN YARD				s 8.01	s 6.07 6.27	s 2.07 2.17	s 1.15 1.23	s 10.27 10.37	f 6.48	s 5.00 5.10	644.5	7.5 WEST CARLIN	22.1					
	2.31AM	11.05	7.20PM		1.53PM	7.45AM	8.05	6.32	2.20	1.25	10.39	6.51	5.13	646.0	1.2 CARLIN C	20.9					79
P.	2.45	11.20	7.35		2.07	8.00	f 8.14	f 6.44	2.28	1.32	10.46	6.59	5.21	650.2	1.5 EAST CARLIN	19.4					
P.	3.05	11.35PM	7.55		2.25	8.20	f 8.28	f 6.57	2.39	1.41	10.56	7.10	5.32	656.6	4.2 TONKA	15.2					85
F.W.T.Y.B. R. K. P.	3.30AM	12.01AM	8.30PM		2.53PM	8.53AM	s 8.40PM	s 7.12PM	s 2.53PM	1.55PM	f 11.10AM	s 7.25AM	s 5.46AM	665.4	6.4 HUNTER	8.8					81
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		8.8 DN ELKO Kn Di	0.0					Yard
	6 49	6.41	6.27	6.15	7 05	7 03	3.30	4.18	3.10	2.52	3.02	3. 35	3.08		Time Over Subdivision		.8	.8	.15	.15	
	22.9	19.1	24.1	17.2	21.9	22.3	38.1	32.6	43.2	47.4	45.2	37.1	43.7		Average Speed per Hour		29.0	29.0	14.4	14.4	

Block Signals

See Southern Pacific current time table for Westward Western Pacific schedules Elko to Weso.

Westward Trains are superior to Eastward Trains of the same class.
For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Winnemucca, Carlin and Elko.

Eastward trains making Weso turn: Approaching Weso Eastward, enginemen will call for train order signal. If changed to proceed, train may proceed to the east end of the Western Pacific transfer track, respecting the position of automatic block signals, without flagging against westward trains on Western Pacific tracks, provided it is known that all eastward first class trains have left Weso. Should train order signal not be changed to proceed, it must not be passed but instead Conductor must report at telegraph office for instructions. In making westward movement Rule 99 must be observed fully between the Western Pacific transfer track and the east detour switch leading from Southern Pacific to the Western Pacific main tracks.

SPEED RESTRICTIONS.

Maximum speed between Winnemucca and Cluro and between Mile Post 652 and Elko, passenger trains 60 and freight trains 40 miles an hour. Between Cluro and Mile Post 652, passenger trains 50 and freight trains 35 miles an hour. All trains moving onto and off detours, West and East Carlin, 20 miles an hour.

Trains using turn-outs at Weso, must not exceed 25 miles an hour; when not using turn-outs, passenger trains must not exceed 35 and freight trains 25 miles an hour.

Except as provided for at Weso, West and East Carlin, maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Trains must not exceed 15 miles an hour through Elko Yard.

Maximum speed for Consolidation and Mikado engines when handling passenger trains, 40 miles an hour.

Engines running light will be governed by speed provided for freight trains.

Speed of engine backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Where train line has not been separated, air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Winnemucca and Elko, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Eastward freight trains not required to stop for other reasons, between points named below, may run from Winnemucca to Ellison, Golconda to Kampos, Ellison to Beowawe, Beowawe to Carlin, or Kampos to Carlin for train inspection.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

TUNNEL 39 AND EUREKA NEVADA RAILWAY CROSSING AT PALISADE

Automatic block signals govern the movement of trains through Tunnel 39, just west of Palisade, as follows:

Automatic interlocked home Signal No. 6352, located 500 feet west of west portal of tunnel, governs eastward trains.

Automatic interlocked home Signal No. 6357, located 1090 feet east of east portal of tunnel governs westward trains. Westward trains must stop before passing over the Eureka-Nevada Railway crossing, regardless of the position of interlocked home Signal No. 6357.

Derails in the Eureka-Nevada Railway track on each side of the points where the Western Pacific crosses the Eureka-Nevada Railway west of Palisade are interlocked with the automatic home Signals Nos. 6352 and 6357 on the Western Pacific Railroad.

Trains stopped by these automatic interlocked home signals, in addition to following a flagman, as per rule, must not foul the Eureka-Nevada Railway crossing until it has been ascertained that the derails on the Eureka-Nevada Railway are set to derail.

Passenger trains must not exceed 25, freight trains 15, miles an hour over Eureka-Nevada Railway crossing.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.

Nos. 28 and 42 will stop on flag at all stations in Nevada for revenue passengers to Cheyenne and beyond.

No. 22 will stop on flag at all stations in Nevada for revenue passengers to Ogden and beyond.

Eastward — THIRD SUBDIVISION — Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS						FIRST CLASS							Distance from San Francisco	Time Table No. 13 November 24, 1929 STATIONS Telegraph Offices and Calls			Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	292 Southern Pacific Fast Freight	276 Southern Pacific Fast Freight	64 Western Pacific Fast Freight	258 Southern Pacific Fast Freight	280 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	4 Western Pacific Pacific Express	10 Southern Pacific Salt Lake	22 Southern Pacific Gold Coast	42 So. Pacific Overland Limited	28 Southern Pacific San Francisco Limited	2 Western Pacific Scenic Limited	20 Southern Pacific Pacific Limited					1 Western Pacific Scenic Limited	3 Western Pacific Express	55 Western Pacific Fast Freight	61 Western Pacific Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
F. W. T. Y. B. R. K. P.	8.30 PM	2.53 PM	12.01 PM	8.53 AM	3.30 AM	1.01 AM	8.50 PM	7.12 PM	2.53 PM	1.55 PM	11.10 AM	7.35 AM	5.46 AM	665.4	DN	ELKO	Kn. Di	140.9					Yard
P.	9.04	3.12	12.19	9.08	3.50	1.25	f 9.04	f 7.27	3.05	2.06	11.22	7.47	5.58	673.1		7.7 PARDO 10.2		133.2					80
P. W.	9.30	3.38	12.44	9.30	4.15	1.50	f 9.20	f 7.44	3.21	2.20	11.36	8.03	6.14	683.3		ELBURZ 4.8		123.0					80
P.	9.40	3.48	12.52	9.40	4.25	2.01	f 9.28	f 7.53	3.29	2.27	11.44 AM	8.10	6.22	688.1		HALLECK 11.4		118.2					80
P. W.	10.05	4.15	1.17	10.15	4.50	2.30	f 9.46	f 8.10	3.45	2.41	12.01 PM	8.26	6.38	699.5		DEETH 1.5		106.8					80
														701.0		S. P. CONNECTION 7.6		105.3					
P.	10.20	4.40	1.39	10.46	5.17	2.55	f 10.00	f 8.30	4.00	2.53	12.15	8.39	6.53	708.6		TULASCO 5.0		97.7					80
P. R.	10.34 PM	4.53 PM	1.52	11.00 AM	5.31 AM	3.10	f 10.08	f 8.40 PM	4.09 PM	3.03 PM	12.25 PM	8.50	7.03 AM	713.6	DN	ALAZON 3.6	A	92.7	6.30 PM	f 5.40 AM	5.20 AM	5.45 PM	
F. W. P.			2.01			3.25	s 10.15					s 8.58		717.2	DN	O. S. L. Connection WELLS 6.3	We	89.1	s 6.23	s 5.32	5.10	5.30	80
P.			2.14			3.45	f 10.25					9.10		728.5		BOAZ 4.7		82.8	6.14	f 5.21	4.50	5.12	80
P.			2.24			4.01	f 10.32					9.17		728.2		RUBY 5.2		78.1	6.08	f 5.14	4.40	5.01	100
P.			2.34			4.25	s 10.39					9.25		733.4	D	TOBAR 5.2	Br	72.9	6.01	s 5.06	4.25	4.45	80
P. W.			2.46			4.58	f 10.48					9.33		738.6		VENTOSA 8.5		67.7	5.54	f 4.58	4.10	4.30	80
P. Y.			3.10			5.20	f 11.02					9.45		747.1		SONAR 5.6		59.2	5.44	f 4.45	3.45	4.05	80
P.			3.45			5.45	f 11.14					9.59		752.7		JASPER 8.6		53.6	5.36	f 4.36	3.27	3.45	80
P.			4.12			6.07	f 11.26					10.19		761.3		LUKE 4.6		45.0	5.17	f 4.17	2.52	3.01	81
F. W. P. Y.			4.30			6.25	s 11.36					s 10.40		765.9	DN	N. N. Crossing SHAFTER 6.2	Fa	40.4	s 5.10	s 4.10	2.40	2.45	220
P. Y.			4.52			6.45	f 11.51 PM					10.55		772.1		SILVER ZONE 8.7		34.2	4.52	f 3.52	2.05	2.05	80
			5.25			7.15	12.07 AM					11.12		780.8		CLIFSIDE 2.5		25.5	4.29	3.29	1.35	1.33	80
P. W.			5.35			7.22	f 12.13					11.16		783.3		PROCTOR 5.8		23.0	4.25	f 3.25	1.30	1.25	40
P.			6.05			7.40	f 12.24					11.26		788.6		PILOT 10.4		17.7	4.14	f 3.14	1.15	1.10	84
P.			6.35			8.10	f 12.41					11.40		799.0		OLA 7.3		7.3	3.53	f 2.54	12.41	12.35	79
F. W. T. O. Y. B. R. K. P.			7.00 PM			8.35 AM	s 12.55 AM					s 11.55 AM		806.3	DN	WENDOVER	Wn	0.0	3.35 PM	2.35 AM	12.01 AM	12.01 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	2.04	2.00	6.59	2.07	2.01	7.34	4.05	1.28	1.16	1.08	1.15	4.20	1.17		Time Over Subdivision				2.55	3.05	5.19	5.44	
	23.3	24.1	20.1	22.8	23.9	18.6	34.5	32.9	38.1	42.5	38.6	32.5	37.6		Average Speed per Hour				31.8	30.1	17.4	16.1	

Block Signals

See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.

Westward Trains are superior to Eastward Trains of the same class.

For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Elko, Wells, Shafter and Wendover.

SPEED RESTRICTIONS

Maximum speed between Elko and Pardo, and between Elburz and Alazon, passenger trains 60 and freight trains 40 miles an hour. Between Pardo and Elburz and between Alazon and Wendover, passenger trains 50 and freight trains 35 miles an hour.

Passenger trains must not exceed 30 miles an hour rounding Arnold Loop MP-779, between Proctor and MP-785 and rounding first curve east of Ola.

Maximum speed freight trains descending grades, 25 miles an hour and must not exceed 20 miles an hour rounding Arnold Loop MP-779, between Proctor and MP-785 and rounding first curve east of Ola.

Maximum speed for Consolidation and Mikado engines when handling passenger trains, 40 miles an hour.

Engines running light will be governed by speed provided for freight trains.

Except as provided for at Alazon, maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Trains must not exceed 15 miles an hour through Elko Yard.

Trains using turnouts at Alazon must not exceed 25 miles an hour; when not using turnouts, passenger trains must not exceed 35 and other trains 25 miles an hour.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Passenger trains must use 3, all other trains 5 minutes, passing through Tunnel 43.

Where train line has not been separated, air test as prescribed by Rule 1075, need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Elko, Wendover and Salt Lake, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Eastward freight trains will stop at some station between Silver Zone and Wendover for train inspection.

Automatic home block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals are located 1000 feet in advance of each portal. No distant signals.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.

Nos. 28 and 42 will stop on flag at all stations in Nevada for revenue passengers to Cheyenne and beyond.

No. 22 will stop on flag at all stations in Nevada for revenue passengers to Ogden and beyond.

No. 10 will stop on flag at point opposite Southern Pacific Station, Ryndon.

Fuel, Water Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS 74 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 13 November 24, 1929 STATIONS Telegraph Offices and Calls	Distance from Salt Lake—Roper Yd.	FIRST CLASS 1 Scenic Limited Arrive Daily	FIRST CLASS 3 Pacific Express Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 55 Fast Freight Arrive Daily	Capacity of Sidings
F. W. T. O. Y. B. R. K. P.	8.00 PM	9.30 AM	1.00 AM	12.01 PM	806.3	DN **WENDOVER** Wn	124.1	s 3.25 PM	s 2.30 AM	11.00 AM	11.00 PM	Yard
P.	8.20	9.50	f 1.15	12.15	815.0	8.7 D SALDURO Sd	115.4	3.13	f 2.16	10.40	10.40	77
P.	8.42	**10.20**	f 1.30	12.29	825.4	10.4 ARINOSA	105.0	3.02	f 2.03	**10.20**	10.20	82
P.	9.01	10.50	f **1.51**	12.41	835.1	9.7 BARRO	95.3	2.52	f **1.51**	10.01	10.01	78
P. W.	**9.40**	11.20	f 2.03	12.53	845.4	10.3 D KNOLLS Ks	85.0	2.40	f 1.39	9.40	**9.40**	100
P.	10.05	11.40 AM	f 2.14	1.05	854.4	9.0 OLIVE	76.0	2.30	f 1.28	9.15	9.15	80
P.	10.45	12.20 PM	f 2.38	1.30	866.1	11.7 LOW	64.3	2.15	f 1.10	8.40	8.40	80
P. F. W.	11.20	1.05	s 2.58	**1.50**	878.4	12.3 DN DELLE De	52.0	**1.50**	s 12.45	7.55	7.55	190
P.	11.40	**1.38**	f 3.10	2.10	885.7	7.3 TIMPIE	44.7	**1.38**	f 12.33	7.25	7.25	81
P.	11.56 PM	1.57	f 3.20	2.20	892.9	7.2 **ELLERBECK**	37.5	1.28	f 12.23	7.10	7.10	
P. W. Y.	**12.16** AM	2.05	s 3.27	s 2.28	896.7	3.8 28 **BURMESTER** Bx	33.7	s 1.22	s **12.16** AM	7.01	7.01	80
P.	12.32	2.19	f 3.40	2.38	902.4	5.7 SPRAY	28.0	1.12	f 11.59 PM	6.36	6.36	40
P	12.48	2.35	f 3.53	2.49	907.8	5.4 LAGO	22.6	1.01	f 11.44	6.20	6.20	82
					912.1	4.3 B. & G. Crossing and Transfer	18.3					25
P.	1.04	**2.59**	f 4.06	**2.59**	913.1	1.0 D GARFIELD Gf	17.3	12.52	f 11.31	6.05	6.05	79
P.	1.20	3.20	f 4.18	3.09	920.8	7.7 FOX	9.6	12.43	f 11.19	5.45	5.45	80
	1.28	3.28	4.25	3.15	924.3	3.5 BUENA VISTA	6.1	12.38	11.12	5.35	5.35	55
					926.3	2.0 L. A. & S. L. Crossing	4.1					
					926.7	0.4 O. S. L. Crossing	3.7					
	1.40	3.40			927.2	0.5 **POLLARD JCT.**	3.2			5.20	5.20	
					927.3	0 1 D. & R. G. W. Crossing	3.1					
F. W. T. O. Y. B. R. K. P.			s 4.45 AM	s 3.30 PM	928.0	0.7 DN **SALT LAKE** Union Station Un	2.4	12.30 PM	11.00 PM			Yard
W. O. Y. B. R. K. P.	2.00 AM	4.00 PM			930.4	2.4 DN **SALT LAKE** Roper Yard Fy	0.0			5.00 AM	5.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	6.00	6.30	3.45	3.29		Time over Subdivision		2.55	3.30	6.00	6.00	
	20.7	19.0	32.5	35.6		Average Speed per Hour		41.7	34.8	20.7	20.7	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Wendover, Knolls, Delle, Burmester and Salt Lake.
Yard Limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.
Burmester siding is the track south of main track, east of Depot.

SPEED RESTRICTIONS.

Maximum speed for passenger trains, between Wendover and Clive, 60 miles an hour; between Clive and MP-898 and between MP-910 and Salt Lake, 50 miles an hour, and between MP-898 and 910, 40 miles an hour.

Maximum speed for freight trains, between Wendover and Clive, 40 miles an hour; between Clive and Delle, 30 miles an hour; between Delle and MP-898 and between MP-910 and Pollard Junction, 35 miles an hour, and between MP-898 and MP-910, 25 miles an hour.

Maximum speed for Consolidation and Mikado engines when handling passenger trains, 40 miles an hour.

Engines running light, will be governed by speed provided for freight trains.

Maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Trains must not exceed 20 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.7, stopping if it is being used by a train or engine of that railroad.

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter the right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave the double track. There are three switches at the west end of the double track and the normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against the current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling the Yardmaster's attention to the approaching train so that arrangements can be made to head such trains into clear track.

Time specified in time-table or train order at Pollard Jct., except first class, will apply at west end of the D. & R. G. W. double freight main tracks. A first class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead of it, Pollard Jct. to Delle.

Where train line has not been separated, air test as prescribed by Rule 1075, need not be made at Terminals.

Rear end test prescribed by Rule 1076 will not be made at Wendover and Salt Lake.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

B. & G. crossing, Mile Post 912.1, interlocked. Crossing will be governed by home signals only, there being no distant signals. Trains must approach this crossing with caution, and when home signal indicates "proceed," will not exceed 20 miles an hour over crossing; when home signal indicates "stop," must stop before reaching semaphore, and be governed by Rule 663. Crossing is protected by derail.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

FOURTH SUBDIVISION "A"

Eastward — **ELLERBECK BRANCH** — Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.		Distance from Ellerbeck	Time Table No. 13 — November 24, 1929 — STATIONS — Telegraph Offices and Calls	Distance from Dolomite		Capacity of Sidings
P.		0.0	**ELLERBECK**	4.7		
			2.7			
Y.		2.7	WYE	2.0		
			1.0			
		3.7	FLUX	3.0		8
			1.0			
		4.7	**DOLOMITE**	0.0		3 Car Spur 1 E

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 15 miles an hour.

FOURTH SUBDIVISION "B"

Eastward — **TOOELE BRANCH** — Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.		Distance from Burmester	Time Table No. 13 — November 24, 1929 — STATIONS — Telegraph Offices and Calls	Distance from Warner		Capacity of Sidings
P. W. Y.		0.0	28 **BURMESTER** Bx	15.5		125
			7.0			
		7.0	MARSHALL	8.5		22
			8.5			
W. Y. R.		15.5	**WARNER**	0.0		77

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 15 miles an hour.

SPURS AND COMMERCIAL TRACKS
MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR	476.4	1 W	7
KNIGHT F. 4	570.1	1 E	6
RUSSELLS F. 4 and 10	582.5	1 E	5
JENKINS F. 4	592.1	1 E	5
MARBLE	861.5	1 E	5
TIMPIE QUARRY	886.7	1 E	50
L. A. & S. L. CONNECTION	913.6	1 E 1 W	14
SALTUS	915.0	1 E 1 W	3
TERMINAL F 3 and 4	922.1	1 W	20

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon, and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) When a block signal indicates STOP between Weso and Alazon, train may proceed with caution, not exceeding six miles an hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509, prescribing double track procedure.

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter on the register the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A Clearance Card or Train Order authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin, where another Clearance Card or Train Order must be obtained authorizing the train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains, when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains, when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

(G) Westward regular trains will register by ticket at Alazon. Other trains will not register.

Operator Alazon must enter on register, the information furnished by register ticket, and transmit the registration of only Western Pacific westward first class trains to the Southern Pacific operator at Wells, who must enter same on register.

Westward Southern Pacific trains need not check Alazon register against any westward train that appears on the register at Wells.

First and second paragraphs of Rule 83 will not apply at Weso and Alazon as between trains of the same class.

(H) Train orders and clearance cards held by enginemen No. 41, arriving Southern Pacific Elko, will be transferred to relief enginemen at Southern Pacific Elko, by Conductor, when operator not on duty.

(I) A Clearance Card authorizing a westward Western Pacific first class train at Alazon, will authorize such first class train Alazon to Carlin. A Clearance Card authorizing a westward Western Pacific second or third class train at Alazon, will apply only to Elko, where another Clearance Card must be obtained authorizing such train Elko to Carlin.

(J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(K) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department, will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. These trains will not be required to secure a clearance card at Elko except when train order signal indicates stop.

(M) Second Paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(N) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track, or in creating work train extras on either track.

EXAMPLE 1.

"Eng. .....run extra on.....Pacific track.....to....."

EXAMPLE 2.

"Eng.....works extra on.....Pacific track.....M until.....M between .....and ....."

(O) WEST CARLIN. Remote control switch at junction will be normally lined for Western Pacific main track and two-arm Signal No. 6434, located 100 feet west of remote control switch, will govern the position of the switch.

Upper arm works semi-automatically with Western Pacific main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules.

Lower arm will govern detour. Trains desiring movement over detour will, when approaching Signal 6434, sound one short and one medium long blast of the steam whistle to notify the signalman to line switch for detour.

Trains finding upper arm of Signal 6434, located 100 feet west of remote control switch and which works semi-automatically with main track block signal, in stop position, will send flagman ahead to remote control switch and if this switch is found to be properly lined for main track, flagman must remain at the remote control switch continually watching the switch until entire train enters interlocking plant limits, then train may proceed at 6 miles per hour as per Rule 509.

The above will supersede the second paragraph of Rule 628, which requires yellow flag by day and yellow light by night in giving hand signals to flag train or engine through interlocking plant limits, and under above circumstances Rule 663 will apply.

Dwarf lighted signals (No. 6435, main track; No. 6437, detour), both 350 feet east of remote control switch, north side of tracks, control westward movement.

Telephone located on pole opposite remote control switch is connected with signalman in west end of Southern Pacific yard. This telephone is to be used by trainmen only in emergency to notify signalman desired route in case route is not properly lined up. Switch is to be thrown by hand only upon instructions from the signalman.

Blowoff cocks, sanders or injectors must not be used passing over this switch.

(P) EAST CARLIN. Oil spring switch at Junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made over this switch without first stopping and ascertaining that switch is properly lined. Blowoff cocks, sanders or injectors must not be used in vicinity of this switch.

Western Pacific and Southern Pacific main track connections,
Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—Eastward signal 5356.	o ——— ———	Upper Arm Western Pacific.
	o ——— o	Lower Arm Southern Pacific.
Westward dwarf signal 5361.	o ———	Western Pacific.
ALAZON—Eastward signal 7136.	——— o ———	Upper Arm Southern Pacific.
	o ——— ———	Lower Arm Western Pacific.
Westward signal 7137.	——— o ———	Southern Pacific.

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Cal.
DR. R. S. ALLISON	Local Surgeon	Salt Lake City, Utah
DR. F. D. SPENCER	Assistant Local Surgeon	Salt Lake City, Utah
DR. W. D. DONOHER	Oculist and Aurist	Salt Lake City, Utah
DR. A. C. OLMSTED	Local Surgeon	Wells, Nevada
DR. A. J. HOOD	Division Surgeon	Elko, Nevada
DR. R. P. ROANTREE	Local Surgeon	Elko, Nevada
DR. CHAS. E. SECOR	Assistant Local Surgeon	Elko, Nevada
DR. C. W. EASTMAN	Local Surgeon	Carlin, Nevada
DR. GEO. F. POPE	Local Surgeon	Winnemucca, Nevada

FOLLOWING DESIGNATED WATCH INSPECTORS

S. A. Pope, Supervisor of Time Service ..... San Francisco
Winnemucca, Nev. ..... Krenkel & Bosch
Elko, Nev. ..... Wintermantel & Littlefield
Salt Lake City, Utah — H. B. Miller, 460 West 2d South St.

TONNAGE RATING

First Subdivision

Eastward	Mikado Engine with booster	2750 tons
	Mikado Engine	2500 tons
	Consolidation Engine	1800 tons
	Passenger Engine	1170 tons
Westward	Mikado Engine with booster	2400 tons
	Mikado Engine	2200 tons
	Consolidation Engine	1600 tons
	Passenger Engine	1040 tons

Second Subdivision

Eastward	Mikado Engine	5000 tons
	Consolidation Engine	3600 tons
	Passenger Engine	1950 tons
Westward	Mikado Engine	4600 tons
	Consolidation Engine	3500 tons
	Passenger Engine	2275 tons

Third Subdivision

Eastward	Mikado Engine	2000 tons
	Consolidation Engine	1500 tons
	Passenger Engine	975 tons
Westward	Mikado Engine	1850 tons
	Consolidation Engine	1200 tons
	Passenger Engine	780 tons

Fourth Subdivision

Eastward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons
Westward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons

To determine tonnage for helper trains on any subdivision add together the rating figures for class of engines furnished.

Figure 5 tons friction for each car over 30 cars. No car limit.

The tonnage rating is based on the maximum grade on each subdivision. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

C. E. RENNER, Trainmaster, Winnemucca, Nevada.
J. J. DUGGAN, Trainmaster, Wendover, Utah.
G. W. CURTIS, Trainmaster, Salt Lake City, Utah.
A. P. MICHELSON, Chief Train Dispatcher, Elko, Nevada.
A. J. PIERS, Night Chief Train Dispatcher, Elko, Nevada.